

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,304 號肆零百叁千壹萬第 日陸初月戌年六十二緒光 HONGKONG, MONDAY, OCTOBER 29TH, 1900. 壹拜禮 號玖十式月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

CHAMPAGNE.

BOLL & CO. 1892 EXTRA SEC.

JACQUESSON FILS
BRUT NATUREL 1883.
DRY MARQUETTERIE 1893.
Sample bottles may be obtained.

SOLE AGENTS—
A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

LANE, CRAWFORD & CO.
NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
KILMARNOCK WHISKY.
This World-renowned
Fine Old Highland Whiskies are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE
WEEK DAYS
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 7.30 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS
Extra Night cars at 11.00 and 11.45 p.m.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 3 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1896.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs executed with promptitude and skill.
Enamelling a specialty.
MCKIRDY & CO.,
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May 1896.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900.

COTTAM & CO.

NEW AUTUMN GOODS.
AMERICAN BOOTS and SHOES.
WOOLLEN UNDERWEAR.
HATS, SHIRTS and EVENING GEAR.

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(TAILORING DEPARTMENT).
WINTER SEASON.
LATEST LONDON FASHIONS.
NEWEST & BEST MATERIALS.

DRESS SUITS from \$65.
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SCOTCH TWEED ULSTERS, for Travelling, from 50.

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A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal.

DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$16.75 PER DOZ.

BENEDICTINE LIQUEUR—
D.O.M.,
\$39.75 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL.
Entrance: ICE HOUSE STREET (New Victoria Hotel).

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IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.

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WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND
COMMISSION AGENTS.
HONGKONG.

FAMOUS DEVONSHIRE LIQUEURS.

"PEDLAR" BRAND.
CALDBECK, MACGREGOR & Co.,
SOLE AGENTS,
HONGKONG AND CHINA.

Telephone 75.
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THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. LEMONADE. SODA WATER.
SARSAPARILLA. TONIC WATER. GINGER ALE.
RASPBERRYADE. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers
[33a]

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON,
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition, used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oil of the Best Qualities.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent THOMAS SKINNER.
Superintendent ARCHIBALD MITCHELL.
[37a] DODWELL & CO. LIMITED General Managers

PARIS EXHIBITION, 1900. THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO
JOHN DEWAR & SONS, LTD.

SOLE AGENTS—
H. PRICE & CO.,
12, QUEEN'S ROAD.

KELLY & WALSH, LD.

BOOKS BY LAST MAIL. CHRISTMAS CARDS FOR HOME
Mails

Malay Sketches, by Sir A. Swettenham \$1.50
The Shield of His Honour, by R. H. ... 1.50
Savage ... 1.50
The Fourth Generation, by Sir W. ... 1.50
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Rev. A. H. Baynes, D.D., Illustrated ... 1.50
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MARIE CORELLI ... 1.50

THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE
TO INTRODUCE
RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE
FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO. LD.

HONGKONG JOCKEY CLUB.
OWING to the source of supply of China
Ponies being interrupted, the HONG-
KONG DERBY of 1901 will be RESERVED
for WALTERS, a number of which are being
ordered from Sydney on subscription terms.
The subscription Grifflins already ordered will
also be eligible for entry.
No nomination of a horse or pony otherwise
proposed will be accepted.
Members wishing to subscribe for a Walter
entitled to be entered for the Hongkong Derby
1901 will oblige by applying at once to the
undersigned.
By Order.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 25th October, 1900.

WANTED.
A TRAINED SPORTING DOG.
Apply to ...
Care of Office of this Paper.
Hongkong, 27th October, 1900.

WANTED.
AN OFFICE ASSISTANT, preference
given to candidate with knowledge of
TYPEWRITING and SHORTHAND.
Apply at Head Office of
THE HONGKONG & WHAMPOA
DOCK CO., LD.
Hongkong, 24th October, 1900.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS.
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900.

HOTELS

WINDSOR GARDEN & RESTAURANT.
A PLEASANT 15 minutes' drive from town
will bring Visitors to above, which over-
looks Happy Valley, and commands a magni-
ficent view of the surrounding Hills and Race
Course. Unequalled situation, in a quiet and
healthy locality. Can be reached from the
Bowen Road, from which Visitors may either
walk down or ride by chair.
J. H. DOWNES, Proprietor.
Hongkong, 8th September, 1900.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the city and distur-
bance of the City, and is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBOURNE, Proprietor.
Hongkong, 8th September, 1900.

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7

INSURANCE.

THE
STANDARD LIFE ASSURANCE CO.
is one of the largest and best known of the
BRITISH LIFE OFFICES.
Funds exceed Nine Millions Sterling.
Annual Revenue over One Millions One
Hundred and Fifty thousand.
For full Particulars, rates, &c., apply to
DODWELL & CO. LIMITED,
Agents.
Hongkong, 9th November, 1900. [1-a1873]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(ESTABLISHED 1873)
MACAO.
THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

VICTORIA HOTEL.

SHAMSHEN-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent CUISINE and best Wines.
The Hotel's Boat boards all Steamers on
their arrival and departure.
Telegraph address "VICTORIA, Canton."
A. B. C. and A.I. Codes used.
MADAR & FAHMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899. [44]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS, our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT &
SHERRY

from the famous house of
GEO. G. SANDEMAN, SONS & CO.,
OF LONDON, OPORTO & XERES,
the name of which firm is the
HALL-MARK and GUARANTEE of
EXCELLENCE.

Sample bottles may be obtained.

A. S. WATSON & CO.
LIMITED,
HONGKONG DISPENSARY.

BIRTH.

At 35, North Soochow Road, Shanghai, on the 22nd October, 1900, the wife of the Reverend Eward Thompson (of C.M.S., Tai Chow), of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 29th, 1900

It is an old tradition of the legal profession, that, having a hopelessly bad case to defend, an advocate's only recourse is to abuse the prosecutor's attorney. The practise is very well understood and acted on by those of the home papers who take their inspiration from the headquarters of the Inspectorate General in London. Whenever, then, the Court at Peking has been detected in some particularly unscrupulous political act, or has contravened in some particularly barefaced manner its engagements with the British Empire, the Legation and the Inspectorate General put their heads together, and the result is a series of leading articles accusing the English Press in China. It is a matter of perfect indifference whether the charges are true or false; few people in England make a point of reading the Chinese papers at first hand, but naturally look to the home Press to give them a collation of their opinions. They come from the end of Cable-land; and the news they contain is mostly reflected from Europe, and has, of course, appeared in detail weeks before. But, if, from the necessities of the case, the China Press be from five to six weeks behind in its comments when touching on European politics, it has means of independent information on Chinese topics which reverse the position as far as these are concerned. It is in touch not only with the growing population of the open ports, but has correspondents all through the Empire. It has access to the native papers from day to day, and has the means of obtaining directly the opinions of the Chinese amongst whom it is published. It has thus far better means of feeling the pulse of native opinion than the official surrounded by coils of red-tape, and, as the event has shown, was able to give notice far in advance of the coming troubles. No one in China, we know, has better means

of arriving at a knowledge of current events than the office of the Inspectorate General of Customs. The Inspector General is in daily communication with the highest of the governing Boards in the Capital, and in each open port, now some thirty in number and situated in practically every province of the Empire, he has his Commissioner, whose official rank is duly recognised, and who is also in daily communication with the highest Government officials of the locality. If, then, anywhere information in advance of the recent troubles, which have completely altered the aspect of affairs in China, were to be gained, it would have been from these officials of the Customs Department, whose special business it is to be informed on all subjects that concern the administration. Not one warning of coming events arrived at the ears of anyone belonging to this huge intelligence department, and its chief, Sir ROBERT HART himself, was kept in blissful ignorance of a movement foreseen and commented on by the China Press months in advance. As a fact, Sir ROBERT HART, who, we are gravely informed by these sneerers at the foreign Press in China, is our highest living authority on things Chinese, knew absolutely nothing of the position, and gave the strongest proof of this by being taken as much by surprise in Peking as the ministers themselves, on that eventful morning when the entire foreign community found itself caught in what was intended as a death-trap. It therefore ill becomes the organs of these much-confiding departments to throw unworthy reflections at the China Press, to which, we may add, the English speaking public is indebted for every item of intelligence concerning the progress of events in the Far East; and which in addition, better informed than the intelligence departments of the various Governments concerned, gave timely warnings of what was in the air long in advance of actual danger. We do not desire to throw discredit on Sir ROBERT HART or his Service; it was doubtless part of the plot that they were to be lulled into unconsciousness, and we are quite prepared to testify to the effectiveness of the soporifics administered. There is generally a weak point in the most carefully laid plot, and in this instance the point forgotten was the foreign Press. Legations and services, including the Foreign Customs itself, were sent to sleep; but the Press was forgotten, and the Press saved the situation. It might have been otherwise, but so it was, and we may fairly claim the right of being heard. Had the China Press at any time gone into hysterics, or crossed the limits that separate wisdom from insanity, its advice might have been set aside as valueless. Even in this respect it can fairly challenge comparison with its would-be judges. In matters of fact it was scrupulous to an extreme; and it is worthy of remark that the lying telegrams which were credulously published by the newspapers of England and America found no acceptance from the better part of the foreign Press in China, which preferred waiting for evidence of their truth to accepting what it judged, and as it turned out correctly, were lying tales deliberately invented to complicate a situation at the time sufficiently grave.

We have been led to make these remarks, not from any desire to exalt our own virtues or boast of our own amazing perspicacity, but that certain of the more fashionable papers have recently been making an attempt to decry the Press of China by attributing to it a policy, and accusing it of designs which it has assiduously set its face against. It has been accused of preaching a policy of revenge, and of seeking to bring about war. It has been exaggerating the differences between the Powers with the deliberate intention of increasing the political strain in Europe; and in China has been urging the most extreme and senseless movements. Were we disposed to take up the policy of our accusers, we could answer to all these with a *tu quoque*, for these things are not the suggestions of the China Press, but have one and all come to us from our half-informed contemporaries at home. We would, however, prefer pointing out what really the Press of China, for it is, we may say, unanimous on the subject, has put forward as the only policy worthy of ourselves, or likely to have lasting effects. We have deprecated as far as possible war with China; and have seen in the massacre of the foreigners only the natural result of our own weak acceptance of the party of disorder, when two years ago we had it in our power, by refusing to countenance, to prevent the movement spreading through the provinces. We have held that finding the provinces were desirous of preserving the Empire intact, we should have given them material help and guaranteed the personal safety of those well disposed viceroys, whose destruction is one of the professed aims of the insurgent party. We have held that with possession of the Yangtze river we were committing an act of folly in permitting money, men and arms to be sent across it under the boys of our war vessels, to promote the cause of disorder in the North. We have shown the

absurdity of the proposed movements of the ridiculously named "allied forces" after the capture of Peking. More, we have indicated that our present course, by alienating every interest in turn, is in a fair way to bring on that very war which we profess to deprecate, and we have urged the despatch to China of the ablest administrator to be found.

All these things, in season and out of season, the China Press, with an unanimity that does it credit, has urged, but urged in vain, on a Government which bases its policy in China on the interested counsels of men like CHICHEN LO FENGLOU and Sir HALLIDAY MACARTNEY. This is the crime we have committed, and it is but natural that that section of the home Press which finds its inspiration in the like puerile should be found to misrepresent the statements and advice of its contemporaries on the spot.

The French Mail of the 24th September was delivered in London on the 26th inst.

One fresh plague case and one death were reported during the 24 hours ending at 2 p.m. on Saturday.

On Saturday it was reported to the police that a sampan girl fell from the bow of a boat into the harbour and was drowned.

An Association football match will be played this afternoon at 4.30 between sides captained by Messrs. Lowe and Looker. The former's team will play in white, the latter's in colours.

The *Haiching*, which arrived on Saturday from coast ports, reported H.M.S.S. *Iris* and *Leopard* at Amoy on the 25th inst., the German *Busard* and Dutch *Holland* at Swatow on the 26th.

A correspondent writes—"Yesterday (Sunday) a party of three shot 12 woodcock, which is believed to be the biggest bag of 'cock' shot in one day in the south of China. They may be seen at Messrs. Schmidt & Co's. store up to 12 noon to-day (Monday)."

Some months ago a coolie named Lan Fin was arrested for stealing £30 worth of wire. He was admitted on bail, but neglected to respond when his name was called. Having been re-arrested by Inspector Cuthbert, he was on Saturday committed to the sessions.

Taotai Lew, First Secretary of the Chinese Legation in London, left England on the 28th ult. for China. He is accompanied by Mr. Ling, also of the secretarial staff of the Legation. Both have booked passages to Hongkong. They are merely leaving London for a holiday, on any mysterious mission connected with the Chinese crisis.

Shortly after six o'clock on Saturday evening, while the ferry launch *Guiding Star* was crossing from Kowloon, and when about half-way over, a Chinese passenger fell or jumped overboard, and was drowned. The launch was stopped and an effort made to save the man, but in the gathering darkness it was rendered fruitless. A sampan was passing at the time, the occupants of which made no effort to effect a rescue. The case is supposed to be one of suicide.

As soon as the understanding between Germany and Great Britain with regard to China became known in Shanghai, the "Deutsche Vereinigung," or German Association of China, sent the following despatch to the Chancellor of the German Empire:—

Shanghai, 21st October, 1900.

Reichskanzler Count Bulow.
Germany's agreement with Great Britain has given the greatest satisfaction to German merchants. "Deutsche Vereinigung."

There left Shanghai on the 22nd inst. by the *Sachsen* for Japan, en route for England on leave, Mr. Wade Gardner, who has been for some years manager of the Hongkong and Shanghai Banking Corporation's Shanghai office. "Some of us," says the *N. C. Daily News*, commenting on his departure, "have known Mr. Gardner since he joined the Bank as a youngster; all of us know and have thoroughly appreciated his abilities as a banker, his unfailing courtesy, and his fine personal qualities, and we all wish him and Mrs. Gardner and their children a very pleasant trip home, and a return in due time to Shanghai, where we are glad to see Mr. Bevis installed again meantime in the managerial chair."

The *Fookien Daily Echo* reports the two following sporting items:—A cricket match on Thursday, 18th inst., *Taiwan v. Juniors*, in which some of the officers and men of H.M.S. *Lizard* took part, attracted a large number of spectators. There was some very pretty play on both sides and the match ended with practically equal total scores. The light still serving at the end of the match, a game of hockey was played which was enjoyed as much by the lookers-on as by the players. "Nemo" writes to us, "Can you inform me why there is nobody down on the race-course on these splendid mornings, why the stand is deserted, why there is no coffee as usual when the training begins in October?" He goes on to say that he only sees Mr. Min, Mr. Dorset, Mr. Ramsay and Mr. Oswald training old ponies on the far side of the river. "Nemo" will be sorry to learn, as will everyone else who is not already acquainted with the fact, that the Stewards of the Fookien Race Club do not see their way to arrange for a Winter Meeting this year on account of the scarcity of ponies. The sportsmen seen riding early on the course were merely taking their morning constitutional.

Owing to the recent floods in Calcutta the daily mortality has more than doubled itself the past month.

The Russo-Chinese Bank is about to open its branches at Tientsin, Peking, and Kich, as well as at Changhai.

The Proclamation of the 11th June against Tainan, Formosa, as an infected port is revoked by command of H.E. the Governor, published in the *Gazette*.

Amongst the members who retired from Parliament at the General Election was Sir Thomas Sutherland, K.C.M.G., Chairman of the P. and O. Company.

The German transports *Crefeld* and *Yaldia* landed at Shanghai on Monday last 1,700 troops, who replace the two companies previously garrisoned, which were embarked for Taku.

The following promotion is notified by the Admiralty:—Commander Robert H. J. Stewart to be Captain in Her Majesty's Fleet, with seniority of Sept. 6, 1900. Specially promoted for service in connection with the capture of the Taku Forts.

The Post Office at Singapore, which is as imposing as the one in Hongkong is the reverse, is to be enlarged. The Council has passed a vote of \$28,500 for this purpose. They do things differently in the southern colony from what they do here.

The Government of India has under consideration the petition of Mr. Harrison, the head jailer of Rangoon, who, it will be remembered, was tried in Burma on a charge of forgery and honourably acquitted, pleading for a re-instatement of his position from which he was suspended in March last.

Owing to the certainty felt that sickness was certain to follow the late heavy floods in Calcutta, quinine manufactured at the Ceylon Government plantations is now kept for sale at all the town postal sub-offices and through the postmen. The quinine is in small five-grain packets bearing the Government stamp.

In reply to a question asked in the Dutch Parliament as to what steps the Government had taken for the protection of the interests of Dutch subjects in China, M. de Boerfort, Minister for Foreign Affairs, replied that the Commander of the Dutch Squadron had been instructed not to take any part in the military operations, except for the protection of Dutch subjects.

The chief engineer of the Manchurian Railway, M. Jugovich, reports that he will finish the line from Chita to Chargin this winter, going through Onon, Khaller, and Tsitsikar. The part of the line from Chargin to Port Arthur will be ready in the course of the autumn. The work will be under the direction of Colonel Kreller, who repaired the railway from Peking to Tientsin.

The *Matin* (Paris) says:—The annexation of Manchuria will necessarily occasion an exchange of explanations. At present nothing definite has been done. Everything is subordinate to the intervention treaty. If, moreover, an understanding should be impossible, France has in her hand the portion which has been assigned to her, but she prefers, with all the Powers, to adhere to the principle of the territorial integrity of China.

A Russian paper announces that the Russian Government has decided to establish telegraphic communication between Omak, the chief town in the Western Siberian province of Akkolinsk and Yerny, the chief town of the province of Somiretsk in Asiatic Russia. From Yerny the telegraph is to be laid with all speed as far as Tashkent, the capital of Russian Turkestan, and thence to the Chinese frontier, which is distant nearly 300 miles in almost a due easterly direction. The Imperial authorities make no secret of the fact that the projected telegraph is to be devoted entirely to military purposes.

The Times records that the P. and O. steamship *India*, which arrived at Plymouth on the 22nd inst., brought 44 naval and military invalids from China. The worst cases on board were those of A. Bevis, A.B. of the *Centurion*, who has lost his sight through a bullet wound in the right cheek, and Sergeant H. C. Miller, R.M.A., who was shot through both hips. The 22 men who landed could walk, and they were soon disembarked, together with their baggage. Many of the cases were of men who were invalided from earlier fever contracted during their stay at the front. Most of the invalids were with Admiral Seymour's column, and although they are fast recovering health, many of them bear unmistakable signs of their severe experiences.

At the last meeting of the Colombo Municipal Council held on the 12th inst., Mr. H. White, the Acting Mayor and Chairman, said that the Municipal affairs of Colombo, which contained about 130,000 people, and a revenue of nearly a million rupees, were not properly managed. The Standing Committee settled matters which should be transacted by the Council, and framed rules and regulations which they had no power to do; the Municipal Ordinances were defective; the Council had no control over building works; scientific subjects were dealt with by men who were not experts; they had tramways and electric lighting but no proper staff, their electric adviser being a mechanic and entirely incompetent. He therefore asked the Council to pass his resolution that "a public Commission be appointed to enquire into these important matters." A long discussion ensued in the resolution being put to the meeting and lost by a single vote. The Mayor said he should ask the Government to relieve him of his appointment.

It is announced that Prince Henry of Prussia has been appointed to the chief command of the first German Squadron, in succession to Vice-Admiral Hoffman.

H.M. battleship *Clory*, having completed her gun and torpedo trials, returned on the 26th ult. to Portsmouth, where she is to be brought forward for commissioning.

A meeting has been held in Malacca for the formation of a branch of the Straits Chinese British Association there. The number of members has already reached 200.

Lieut. Col. Batten, a well-known Indian military athlete, died on the 8th inst. from accidental poisoning occasioned by cumulative effect of strychnine taken as a hypnotic during illness.

The Secretary of State for India has granted Mr. Belchambers, the late Registrar of the Calcutta High Court, Original Side, a special pension of Rs. 1,000 a year, in addition to the ordinary good service pension he was entitled to by his long service and meritorious work.

The steamer *Nagadan*, bought by the Russian Government from the China Eastern Railway Company, arrived at Colombo on the 18th inst. from Europe on her way to Port Arthur, and called the same evening for her destination. The *Nagadan* is especially constructed for troop service.

The *Ston Observer* says:—An innovation as regards steamers taking away a large number of Chinese dock-passengers has been made. In future every vessel carrying Chinese passengers to China is to have a guard of six Sikh policemen on board, to preserve order whilst they are embarking.

Sergt. Burton, R. G. A., late drill-instructor to the C. A. V. at Colombo, was a passenger by a.s. *Coromandel*. He comes to Hongkong to take up the position of Sergt. Major in the R. G. A. here. He was presented with a handsome gold watch as a souvenir by Nos. 1 and 2 section of the C. V. A. before he left Colombo.

A leading member of the Parsee community, and well-known in commercial circles in the East, has passed away in the person of Mr. Nowrooji Burjorji. A few days ago the deceased gentleman while driving round the Rangoon Lakes was thrown from his trap, and notwithstanding that all available medical skill was procured for him, he died from his injuries not long afterwards.

A Simla despatch, dated the 15th inst., states that the Viceroy of India has received a telegram from Lord Roberts, Commander of Ladakh's Horse, asking His Excellency to secure, if possible, that the places in India of members of that corps be kept open for them a little while longer. Lord Roberts added that he trusted the war was nearly over, and it was essential that all should hold on till the end.

The *Times* says:—Lord Roberts, Commander of Ladakh's Horse, and Minister of the State of the New, whose affairs he has directed for many years. He was in many ways a character of note. A man of a fine presence, of liberal ideas, who was in sympathy with progress and advancement of every description, he did much for the State and was in turn affectionately regarded by the people.

A Laffan New York telegram states that the United States submarine t.b. *Holland* was recently tried at the maneuvers at Newport. She ran for miles out to sea with her conning tower almost submerged and approached the *Keavage* within hailing distance. After discharging a dummy torpedo the *Holland* went in search of the other warships but was unable to find them owing to their not using their search lights as instructed. Had they done so, she might have been able to demolish the entire fleet.

The *Pioneer* hears from Simla that the last meeting of the Viceroy's Executive Council was a prolonged one. It is understood that questions connected with military expenditure were under consideration. It is quite plain that if the armaments of India are to be put in line with modern requirements a considerable initial expenditure is absolutely necessary, states the Allahabad paper. There will be a great set-off this year owing to the savings due to the absence of British troops on the Indian establishment in South Africa and 20,000 native troops in China.

A body with the formidable title of the Laundry Associations of the United Kingdom, says the *L. & C. Express*, has formally put on record its protest against the introduction into London of the Chinese washerman. The delegates of the associations have met in solemn convulsions and passed the following resolutions:—"That this meeting of the delegates of the Laundry Associations of the United Kingdom condemns the introduction of Chinese laundry labour into this country as being opposed to the health and morals of the community and injurious alike to capital and labour."

The Director of the Department of Land Records and Agriculture, Bengal, in his preliminary forecast of the winter rice crop for this year, states that the outturn will amount to 87 per cent of a normal crop, as compared with 90 per cent. as finally estimated last year. While the recent heavy rains have been beneficial to this crop in most parts of the Province, the record fall in the Burdwan and Presidency divisions, will, no doubt, cause partial damage to the aman paddy there. "The weather in the month of August was distinctly unseasonable," states the Director, "and I do not feel justified in raising this estimate beyond 88 per cent, although I am aware that the general tendency of the returns is towards an under-estimate. An estimate of 88 per cent. corresponds to what was formerly known as a fourteen-anna-crop."

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 28th October, 8.50 p.m.

REPORTED SUICIDE OF YU HSIEN

—IS THIS A CHINESE TRICK?

It is reported that Yu Hsien has committed suicide to escape beheading. Probably both Kang-yi and Yu Hsien are only officially "dead," the object being to persuade the Allies to forego demanding that they shall be beheaded.

ANOTHER PROBABLE "SUICIDE"

If this ruse is successful, probably Prince Tuan's suicide will shortly be reported.

EMPERESS DOWAGER'S DESIGNS ON THE YANGTZE AND SOUTH CHINA.

The Empress Dowager has sent Yu Chi-yun to collect all possible monies from the Yangtze and Southern provincial treasuries and to organise a patriotic militia in the Yangtze Valley on the Boxer model.

THE WAR IN SOUTH AFRICA.

LONDON, 26th October, 9.15 p.m.

A REVERSE AT JACOBSDAAL—CONFLICTING REPORTS.

The Boers surrounded the Capetown Highlanders at Jacobsdaal, and the latter lost 14 killed and 20 wounded. One report states that the town itself was captured by the Boers, while other reports say that the enemy was repulsed.

LONDON, 27th October, 11.5 p.m.

MORE SEVERE FIGHTING.

Lord Roberts reports more severe fighting by General Barton, Lord Methuen, and General Douglas.

HEAVY LOSS IN AN AMBUSH.

Fifty cavalry were ambushed by the Boers near Philippolis. Seven of them escaped, the rest were captured.

FORMAL ANNEXATION OF THE TRANSVAAL.

There was an imposing ceremony on the 25th instant at Pretoria, on the occasion of proclaiming the annexation of the Transvaal to Great Britain.

GENERAL NEWS.

LONDON, 26th October, 9.15 p.m.

THE KAISER ON VON MOLTKE.

In a speech on the occasion of the Centenary of Count von Moltke's birth the Kaiser said that von Moltke was unequalled alike as a commander on the battlefield and as a teacher and organiser in times of peace.

LONDON, 27th October, 11.5 p.m.

SIPIDO ARRESTED IN PARIS.

Sipido, the would-be assassin of the Prince of Wales, has been arrested in Paris.

REUTER'S SERVICE.

LONDON, 26th October.

SOUTH AFRICA.

The town of Philippolis, which has been in possession of the Boers for several days, was relieved yesterday by a column which ejected the enemy with heavy loss. General French is marching from Bethel to Heidelberg and has had some daily fighting.

GREAT BRITAIN AND GERMANY.

The Emperor William, speaking at Barmen, said that Germany's Agreement with the most powerful Teutonic state, outside Germany, in the world, was the guarantee for common efforts in the open markets of the world and in friendly rivalry without animosity.

OBITUARY.

The death of Mr. Sims Reeves is announced. [The celebrated tenor on the 21st inst. reached his 78th birthday. He made his first appearance on the stage at Newcastle in 1839. In 1847 he went to Drury Lane, and next year was engaged at Her Majesty's Theatre. In 1848 he appeared at the Royal Italian Opera, Covent Garden, where his name has been a household word. In his life he has been a householder. He was obliged to return to the stage after a well-earned retirement. Among other places he sang recently at the Palace Music Hall.]

NEW ADVERTISEMENTS

EUROPEAN CLERK WANTED by a German Firm.
Apply to—
X. X. X.,
Care of Office of this Paper,
Hongkong, 29th October, 1900. [2760]

WANTED.

ROOM (FURNISHED), with BOARD, at Kowloon, by a European Gentleman. Moderate terms.
Address—
"A. G."
Care of Daily Press Office,
Hongkong, 29th October, 1900. [2764]

WANTED.

ROOM FURNISHED (Fireplace indispensable), with BOARD, in Hongkong, by a Young Man. Permanency.
Terms to—
"GENTLE."
Care of Daily Press Office,
Hongkong, 29th October, 1900. [2765]

WANTED.

ON the Level of CAINE ROAD, or Lower, a FOUR or FIVE-ROOMED HOUSE, furnished or unfurnished.
Apply to—
A. C.,
Care of Office of this Paper,
Hongkong, 29th October, 1900. [2761]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS' HALL on THURSDAY, the 1st November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 29th October, 1900. [2758]

GOVERNMENT NOTIFICATION.

The following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 5th day of NOVEMBER, 1900, at 3 p.m., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 29th October, 1900. [2763]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of NOVEMBER, 1900, at 3 p.m., at the Office of the Public Works Department, of One Lot of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale | Registry No. | Locality | Boundary Measurements | Content in Square Feet | Annual Rent | Upset Price. |
|-------------|--------------|-------------------|-------------------------------------|------------------------|-------------|--------------|
| 1 | 1111 | Hung Hom, Lot 150 | 50' 0" x 150' 0" (150' 0" x 50' 0") | 7,500 | 64 | 2,543 |

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Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of NOVEMBER, 1900, at 3.15 p.m., at the Office of the Public Works Department, of One Lot of Crown Land, at Yau-Ma-Ti, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale | Registry No. | Locality | Boundary Measurements | Content in Square Feet | Annual Rent | Upset Price. |
|-------------|--------------|------------------|---------------------------------------|------------------------|-------------|--------------|
| 1 | 1111 | Kowloon, Lot 150 | 150' 0" x 150' 0" (150' 0" x 150' 0") | 22,500 | 30 | 1,950 |

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK.

THE "INDRAPURA," having arrived from the above Ports, Consignees of Cargo by her are informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained. Cargo remaining undelivered after the 3rd November, at Noon, will be subject to rent. No Fire Insurance will be effected. Consignees are requested to present all claims for damages and/or shortages not later than the 6th November, otherwise they will not be recognized.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.
Hongkong, 27th October, 1900. [2759]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.
THE Company's Steamship

"HAICHING."
Captain Hall, will be despatched for the above ports TO-DAY, the 29th inst., at 4 p.m.
For Freight or Passage, apply to
DOUGLAS LAURIE & CO.,
General Managers.
Hongkong, 27th October, 1900. [2755]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched for the above TO-MORROW, the 30th inst., at 4 p.m.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th October, 1900. [2756]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship

"ESMERALDA."
Captain Geo. T. Blackland, will be despatched for the above on SATURDAY, the 3rd November, at 5 p.m.
This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 27th October, 1900. [2757]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU."
Captain K. Hasegawa, will be despatched for the above on SUNDAY, the 4th November, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 29th October, 1900. [15]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"COROMANDEL."
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. Britannia and Oriental.
From Persian Gulf, ex s.s. Simla and Assyria.
From Aleppo, ex s.s. Nadir.
Optional goods will be landed here unless instructions are given to the contrary before 10 a.m. TO-MORROW.
Goods not cleared by the 4th proximo, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, here, after which no claims will be recognised.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 28th October, 1900. [1]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"CANTON."
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From Constantinople, ex s.s. Khedivial Line of Steamers.
Optional goods will be landed here unless instructions are given to the contrary before 1 p.m. TO-MORROW.
Goods not cleared by the 4th proximo, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, here, after which no claims will be recognised.
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A. M. MARSHALL,
Acting Superintendent.
Hongkong, 28th October, 1900. [1]

AUCTIONS

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (MONDAY), the 29th October, 1900, at 2.45 p.m., at WAGENING, the Peak (the Residence of Captain CARLILE, A.O.D.), THE WHOLE OF HIS HOUSEHOLD FURNITURE, Consisting—
DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE.
Particulars can be seen from Catalogue.
Terms—As Customary.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 24th October, 1900. [2731]

PUBLIC AUCTION.
MESSRS. HUGHES & HOUGH have received instructions from the Mortgagee to Sell by Public Auction in One Lot, TO-DAY (MONDAY), the 29th October, 1900, at 3 o'clock p.m., at their Sales Rooms in Ice House Street, All that One equal undivided Fourth Part or Share of and in all that PIECE or PARCEL of GROUND situate, lying and being at Kowloon point, in the dependency of Kowloon and Colony of Hongkong, and registered in the Land Office as Kowloon Island Lot No. 607 and of and in all Messuages or Tenements, Buildings and Buildings thereon, held from the Crown for a term of 75 years from the 25th December, 1888.
Total Area of the whole lot, 43,576 Square Feet; Crown Rent of the whole lot, \$200 per Annum.
For further Particulars and Conditions of Sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
No. 12, Queen's Road Central,
Solicitors for the Vendor, or to
THE AUCTIONEERS.
Hongkong, 22nd October, 1900. [2706]

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 30th October, 1900, at 2.30 p.m., at his Sales Rooms, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, &c., Consisting—
DRAWING, DINING and BEDROOM FURNITURE.
CROCKERY, GLASS and PLATED WARE.
PIANO, JINICKSHA, BICYCLE, FOWLING PIGE REVOLVERS, IRON SAFE, COOKING STOVES, and One KODAKS CAMERA.
&c., &c., &c.
TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 27th October, 1900. [2748]

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 30th October, 1900, at 2.30 p.m., at his Sales Rooms, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, &c., Consisting—
DRAWING, DINING and BEDROOM FURNITURE.
CROCKERY, GLASS and PLATED WARE.
PIANO, JINICKSHA, BICYCLE, FOWLING PIGE REVOLVERS, IRON SAFE, COOKING STOVES, and One KODAKS CAMERA.
&c., &c., &c.
TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
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Wm. PARLANE,
Manager.
Hongkong, 17th February, 1899. [189]

SIENTING.

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2488]

RUGBY FOOTBALL.

BY
ARTHUR J. GOULD.

IV.

FOUR THREE-QUARTERS v. THREE.

Though no one now raises a voice against the
four three-quarter system, there must neverthe-
less be many in England, Scotland, and Ireland,
who in their heart of hearts bear it anything
but good will, either because it was imposed
upon them by necessity and in spite of their
resistance, or, in the alternative, because it has
apparently failed to fulfil the promise of im-
provement in the play held out when it first
gained converts.

I can very well understand that spirit—the
dislike of the alien system, the disappointment
at the failure to achieve results which rewarded
those who invented and first practised it. Yet
my task at the present moment is to advocate
and support the four three-quarter game, to show
wherein it is superior to that which it superseded,
and to give some hints as to how it should
be played.

A CROWNING DEVELOPMENT.
Football has seen many changes, but I ven-
ture to say that the four three-quarter system is
the highest development that the game has yet
seen—that it is better to watch, and more
effective in winning matches. On the surface,
it may have appeared but a small step from
three three-quarters to four; in reality it effected
a revolution in the methods of play. Under the
old game each team played nine forwards, two
half-backs, three three-quarters, and one full-
back. There were varying degrees of science
even in first-class teams, and the different clubs
and countries had varying ideals of play. But
in the eighties there were many teams who
played combined and scientific football, and
leading and punting were known and practised
with success—that is, by teams who believed
in playing for their backs, though then, as
now, there were many clubs who held to the
old-fashioned notion that football was meant
for forwards, and that backs were intended
simply to make-up the deficiencies of the
pack—to pick up stray chances, and to
defend. But I do not desire to do less
than justice to the three three-quarter system—
as played by the best teams it was a pretty and
scientific game. But about that time—it was
in 1885-6 to be precise—F. E. Hancock, the
Cardiff captain, finding that he had four three-
quarters, each of whom was too good to be sacri-
ficed, conceived the notion of playing four men
in the attacking line instead of three. The
spirit of change had been in the air. Newport
had been experimenting in another direction—
with three half-backs—in a half-hearted way;
Hancock experimented with four three-quarters
in earnest. He knew the old game, he was a
scientific player, the problem before him was
to utilise to the full the presence of the fourth
man. It was of no use to have an extra man
in the three-quarter line unless he was given the
ball, consequently the forwards were taught to
heel, and the halves to pass back smartly. The
immediate result, of course, was that when
Cardiff had the ball they had four men to
three, and defence which would have been ade-
quate under the old style, failed entirely to check
the extra man. The two centres learned when
and how to pass, and often enough the sprint-
ing wing had nothing to do but run in with
tries. It was a time of gigantic scores and an
unbroken series of victories till, at the end of
the season, Moseley, by accident or inspiration,
found on the one way to spoil the four three-
quarter system, and by vigorous forward play
over-ran the Cardiff pack, by dashing individu-
alism scored a try, and inflicted on Cardiff their
only defeat of the season. The fact was, the
Cardiff team suffered from the defects of their
qualities—their forwards had neglected hard
scrummaging for quick heeling, their backs had
enjoyed such a surfeit in attack that defence
was not quite so resolute as it might have been,
and, between the two, they fell. Still the sea-
son's successes had justified the system. Never-
before had there been such immense scores, and
Cardiff's greatest rivals and most serious op-
ponents had been among the worst victims.

I will not trace the history of the system
from that day till 1892-3. Even in Wales
there were opponents to the system, and New-
port but tardily adopted it; it was not uniform-
ly successful, and it was a failure at first in
international matches; but in 1891-2 Newport,
playing this game, were invincible; in 1893;
Wales, playing four three-quarters to three by
England, Scotland, and Ireland won the Triple
Crown for the first time; and the football world
was converted, though there were a few leading
clubs whose conversion was delayed. Every
team plays the four three-quarter game now,
but not every team plays it properly, and it
is undoubted that some teams who play four
three-quarters never attempt to play the Welsh
game.

SUPERIORITY OF THE WELSH GAME.
Now wherein does the superiority of the
Welsh game lie? I suppose we shall all agree
upon three points—that football exists to pro-
vide active and healthy exercise for those who
play it, that coupled with the desire for exercise
is the desire for the pleasure of victory, and that
the game provides recreation and entertainment,
excitement and pleasure for those who cannot
play, but must perform no more than specta-
tors. Let us take these three points as admit-
ted. I then go further, and say that in each
particular, the four three-quarter system gives
better results than the game which preceded it.
What is that essential difference between the
two systems? Someone who knew and played
the three three-quarter game at its best, will say
that there is an essential difference—that it is
only a matter of changing the position
of one man. But even if I admit that theoretic-
ally there is no difference, that does not pre-

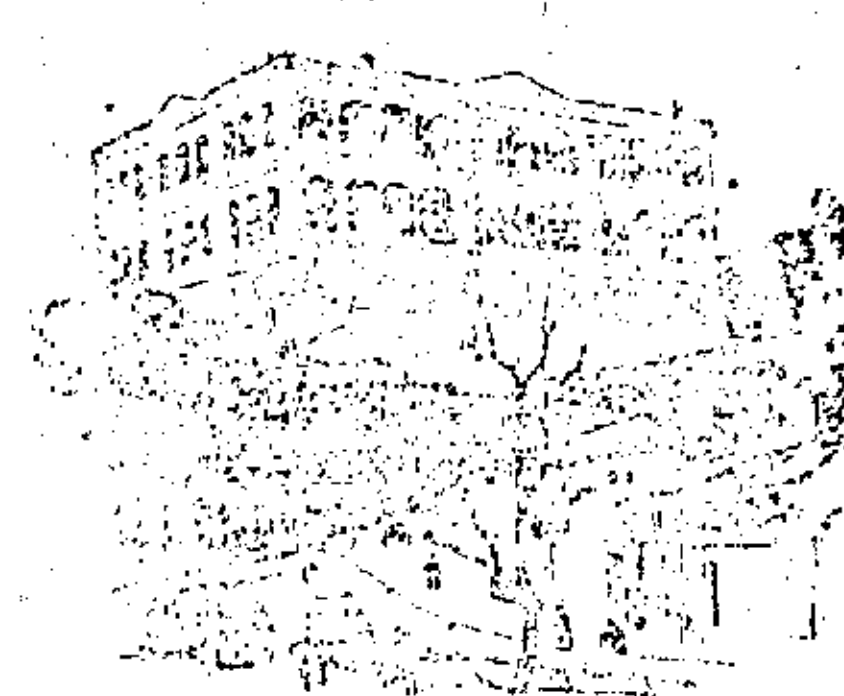
clude argument that there was a very real
difference in practice. It lay in the differ-
ent conception as to combination. In the
earlier game you might combine, in the new
game you must combine. We know that the
old game fostered the idea that the forwards
were the real football-players—the men who had
a right to the greater share of the play. There
were nine men in the scrum, and only six
out of it—it was the right of the majority to
command the play. So the forwards, till the
introduction of the Welsh system, almost
invariably had far more than their share of the
play. With the new system came the more
even division of forces—eight in the scrum, and
seven behind it; with the change in dis-
position came the absolute command—"For-
wards must give their backs the ball." Thus
there came about a more even distribu-
tion of the play. With eight forwards instead
of nine, scrummages were less prolonged, heeling
was easier, and the fifteen became a combined
whole, each section interdependent, each playing
for the other. If we look at the change as affect-
ing a game intended to provide healthy exercise,
it will be seen that the introduction was an ad-
vantage, inasmuch as it gave a fair share of the
work (or play) to all the players. In the old
game the forwards had far too much work, and
the backs too little. It was not "healthy exercise"
for three three-quarters to stand shivering half
through a cold winter afternoon, while the for-
wards scrummaged and scrummaged, heedless
of their backs. But I do not press this point
greatly, because under the three three-quarter
system, forwards had learned (where the game
was most advanced), to play for their halves
and three-quarters. But the second point—that
the four three-quarter game was matches—I
press strongly. It is a better game than that
which preceded it, both for purposes of attack
and defence. There was combination in the
three three-quarter game, and there were great
players who knew when and how to give their
passes, but there was a great deal more in-
dividualism in it than in the modern Welsh
game. With the introduction of the fourth
man into the three-quarter line, less was expect-
ed of the individual, and combination between
the two halves and the four three-quarters was
an absolute essential. Short and accurate pass-
ing was developed, and each man learned to do
his share in attack, and then to transfer the
ball to a colleague. It goes without saying
that it is always easier to score through the
backs than through the forwards, and every
Welsh team had an additional back. In ad-
dition, they developed their system of scientific
attack, in order to turn this fourth man,
usually a sprinter, to the greatest possible use.
Properly carried out, it was only necessary for
one Welsh back to dodge one opponent, and
then, by a series of timely passes, the additional
man was at last left with an unopposed run in.
This happened hundreds of times, and Welsh
teams piled up tremendous scores against the
best teams playing the three three-quarter game.
As to the third point, there can be no question
that from the point of view of the spectators,
the Welsh game is far more attractive than
the earlier game. It is far more open, there
are more men engaged in the back movement;
the short, sharp, accurate passing when men
are running at full speed, the sense of com-
bined action, of scientific scheme of attack, all
help to make it a greater success as a spectacle
or entertainment than the old game was. It is
the game which gives all the players a fair
chance, it is the game which wins matches, it is
the game which is best worth watching.

THE VALUE OF COMBINATION.
At the same time, I admit that in the hands
of the majority of English clubs it has not been
a great success. There are two reasons for this—
first, that the old English tradition of brilliant
individualism still largely dominates the leading
clubs; second, that very few clubs outside Wales
take the trouble to practice sufficiently to de-
velop that accuracy of passing and that under-
standing between the players which are neces-
sary to success. No team, whose members meet
only on the field for matches can hope to secure
that combination which is attained by regular
practice. Only actual play, of course, can teach
a man when and how to pass in face of op-
ponents, but the players, if they wish to handle
the ball with accuracy, must practice together,
apart from matches, in order to learn just what
kind of passes suit each other. Every Welsh
club has a regular practice night once in
the week during the season. Newport, who
did so much to popularise the four three-
quarter game, learned their passing in the
great days of Graham, in the club's large
gymnasium. This practice in the gym has two
advantages. In the first place, players were
independent of the weather. When the nights
were dark and rain was falling, they could still
get all the training they required, and so it was
possible for the men to keep in trim under all
conditions. The other advantage was that as
forwards and backs practised together under
cover in a limited area the members of the pack
became almost, if not quite, as expert in han-
dling the ball, in giving accurate and well-timed
passes, as the backs themselves, and thus it came
about that Graham's team earned the descrip-
tion of "a team of three-quarters," though at
the same time the pack did not sacrifice their
distinctive qualities as forwards. The men got
out on the turf, in addition, for running and
kicking, but the bulk of the training was done
on the boarded floor of a gymnasium. Other
Welsh teams practise under cover either occa-

sionally or regularly; but it is not so much the
place as the fact that is of importance. To
really attain proficiency in the niceties of the
four three-quarter game the men must have
practice apart from that which they get in
matches. By natural ability and brilliance,
gratifying to the inspiration of the moment, four
first-class men in an international or a club team
will fall into some sort of effective combination,
but many English clubs, including the "Varsi-
ties," never seem to have grasped the real secret
of the Welsh game, which is that the play must
be fairly divided, that the forwards must feed
the halves, the halves the three-quarters, and the
three-quarters each other, each man handing on
the work to a comrade when the proper point
has been reached. There can never be a return
to the three three-quarter system, since, given
anything like equal strength, the team which
played the extra man as a three-quarter would
always win. The teams who played nine
forwards often had three parts of the play, and
yet were badly beaten, since the moment
the ball was out with the combined four
three-quarters, a score was almost certain. No,
it is impossible to discard the game—all that
remains is to play it as well as possible.

Little space remains in which to give hints as
to how to play it. The first necessity is to
have a strong pack of forwards, who must
scrummage honestly and heel smartly. Thor-
ough ball being out, the halves and three-quarters,
who should be dodgy, must go as straight as
possible, breaking through if the opportunity
presents itself, passing if it is necessary, each
man following up, watching for the chance to
take the ball, run, or pass. Upon the centres
rests the chief responsibility, the better, but
the resourceful and unselfish. The greater the
individual ability of the players, the better, but
the whole aim of the Welsh system is to
subordinate the individual to the team, and by
combination to secure the highest possible
results from the efforts of the fifteen.

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Hongkong, 16th August, 1900. [2219]

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HUGHES & HOUGH,
Agents for Hongkong. [49]

NOTICE.

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Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
&c., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.

A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2337]

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A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2337]

NOTICES TO CONSIGNEES
OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"AJAX."

are hereby notified that the Cargo, being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, in both cases it will be
at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 23rd instant.

Optional Cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 30th instant will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 2nd prox.

DUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1900. [2688]

STEAMSHIP "TOKIN."

COMPAGNIE DES MESSAGERIES

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------------|-------------|-------|-------------------------|-------------------------|---------------------------|
| LONDON VIA SUEZ CANAL | LODOWICZ | Brit. str. | — | Riley | BUTTERFIELD & SWIRE | To-morrow. |
| LONDON, &c. VIA PORTS OF CALL | BOMBAY | Brit. str. | — | G. W. Montford, R.N.R. | P. & O. S. N. Co. | On or about 1st Nov. |
| LONDON VIA SUEZ CANAL | CHUBAN | Brit. str. | — | C. D. Bennett, R.N.R. | P. & O. S. N. Co. | On 12th Nov., at Noon. |
| LONDON VIA SUEZ CANAL | AGAMEMNON | Brit. str. | — | Nish | BUTTERFIELD & SWIRE | On 13th Nov. |
| LIVERPOOL DIRECT | AXAX | Brit. str. | — | Batt | BUTTERFIELD & SWIRE | On 17th Nov. |
| BREMEN, VIA PORTS OF CALL | TANTALUS | Ger. str. | — | Gregory | BUTTERFIELD & SWIRE | On 17th Nov. |
| MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c. | OLDBURG | Ger. str. | — | H. Frager | MELCHERS & CO. | On 21st inst., at Noon. |
| MARSEILLES, &c. VIA PORTS OF CALL | SANUKI MARU | Jap. str. | — | W. Townsend | NIPPON YUSEN KAISHA | On 2nd Nov., at Daylight. |
| HAVRE & HAMBURG | SYDNEY | Ger. str. | — | Anbert | MESSAGERIES MARITIMES | On 5th Nov., at 1 P.M. |
| HAVRE & HAMBURG | SARINIA | Ger. str. | — | Schlofke | CARLOWITZ & CO. | On 3rd Nov. |
| HAVRE & HAMBURG | SUEVIA | Ger. str. | — | Förck | CARLOWITZ & CO. | On or about 22nd Nov. |
| HAVRE & HAMBURG | AMBRIA | Ger. str. | — | A. Wagner | CARLOWITZ & CO. | On or about 6th Dec. |
| HAVRE & HAMBURG | ARAGONIA | Ger. str. | — | Jansen | CARLOWITZ & CO. | On or about 20th Dec. |
| HAVRE & HAMBURG | WITTENBERG | Ger. str. | — | Hempel | CARLOWITZ & CO. | On or about 30th Dec. |
| NEW YORK VIA SUEZ CANAL | HILLOLEN | Brit. str. | — | F. Gedyo | DODWELL & CO., LIMITED | On or about 20th Nov. |
| NEW YORK | GLENGARRY | Brit. str. | — | O. P. Marshall, R.N.R. | McGREGOR BROS. & GOW | On 25th Nov. |
| VANCOUVER, VIA SHANGHAI, &c. | EMPERESS OF INDIA | Brit. str. | — | W. Watt | CANADIAN PACIFIC R. CO. | On 1st Nov. |
| VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c. | BRAEMAR | Brit. str. | — | Kennedy | DODWELL & CO., LIMITED | On 21st Nov. |
| PORTLAND, OREGON VIA JAPAN | MONMOUTHSHIRE | Brit. str. | — | — | T. M. STEVENS & CO. | On or about 30th inst. |
| SAN FRANCISCO VIA AMOY, &c. | YIPPOON MARU | Jap. str. | — | — | TOYO KISEN KAISHA | To-morrow. |
| SAN FRANCISCO VIA SHANGHAI, &c. | CITY OF RIO DE JANEIRO | Amr. str. | — | — | PACIFIC MAIL S. S. CO. | On 8th Nov., at Noon. |
| SAN FRANCISCO VIA AMOY, &c. | COPTIC | Brit. str. | — | — | U. & O. S. S. CO. | On 17th Nov., at Noon. |
| SAN DIEGO, &c. VIA SHANGHAI, &c. | CARLEISLE CITY | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 20th Nov. |
| AUSTRALIAN PORTS | CHANGSHA | Brit. str. | — | T. Moore | BUTTERFIELD & SWIRE | On 9th Nov., at 4 P.M. |
| YOKOHAMA & KORE | WILLIAMS | Brit. str. | — | Williams | BUTTERFIELD & SWIRE | On 10th Nov. |
| NAGASAKI & WILADIVOSTOCK | DAPHNE | Ger. str. | — | Nissen | SHIEMSEN & CO. | On 3rd Nov., at 5 P.M. |
| NAGASAKI, KORE & YOKOHAMA | GLAMORGANSHIRE | Brit. str. | — | Davies | SHIEMSEN & CO. | On or about 18th Nov. |
| MOJI, KORE & YOKOHAMA | HIROSHIMA MARU | Jap. str. | — | S. Yoshizawa | NIPPON YUSEN KAISHA | On 4th Nov., at Daylight. |
| SHANGHAI | LOONGMOON | Ger. str. | — | F. W. Scholz | SHIEMSEN & CO. | To-day, at 4 P.M. |
| SHANGHAI & JAPAN | CANTON | Brit. str. | — | C. F. Lockstone, R.N.R. | P. & O. S. N. Co. | On or about 29th inst. |
| SHANGHAI | COROMANDEL | Brit. str. | — | F. W. Vibert, R.N.R. | P. & O. S. N. Co. | On or about 29th inst. |
| SHANGHAI | SCHRAON | Brit. str. | — | L. M. Wibmer | P. & O. S. N. Co. | On or about 10th Nov. |
| SWATOW, AMOY & FOCHOW | HAICHING | Brit. str. | — | Hall | DOUGLAS LAURENCE & CO. | To-day, at 4 P.M. |
| SWATOW, AMOY & FUSCHOW | YAMUO MARU | Jap. str. | — | K. Hasegawa | NIPPON YUSEN KAISHA | On 4th Nov., at Daylight. |
| FOCHOW VIA SWATOW & AMOY | AKASHI MARU | Jap. str. | — | K. Suzuki | MITSUBI BUSSAN KAISHA | On 7th Nov. |
| AMOY SINGAPORE, SAMARANG & SOERABAYA | SHANTUNG | Brit. str. | — | Quail | BUTTERFIELD & SWIRE | To-morrow. |
| MANILA | DIAZANTE | Brit. str. | — | A. Ramsay | SHIEMSEN & CO. | To-day, at 5 P.M. |
| MANILA VIA AMOY | LOONGSANO | Brit. str. | — | Weigall | JARDINE, MATHESON & CO. | To-morrow, at 4 P.M. |
| MANILA | ESMERALDA | Brit. str. | — | Geo. T. Blackland | SHIEMSEN & CO. | On 3rd Nov., at 5 P.M. |
| MANILA | CHANGSHA | Brit. str. | — | T. Moore | BUTTERFIELD & SWIRE | On 9th Nov., at 4 P.M. |

NORTHERN PACIFIC STEAMSHIP CO.

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| DUKE OF FIFE | 3,821 | J. S. Cox | November 24 |
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Hongkong, 10th October, 1900.

[10]

IMPERIAL GERMAN MAIL LINE.

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| STEAMERS | DESTINATIONS | SAILING DATES |
|------------------------------------|--------------|---------------------|
| OLDENBURG | WEDNESDAY | 31st October |
| BAYERN | WEDNESDAY | 14th November |
| STUTTGART | WEDNESDAY | 23rd November |
| KONIG ALBERT | WEDNESDAY | 12th December |
| ERZBISCHOF | WEDNESDAY | 26th December |
| PRINZESS IRENE | WEDNESDAY | 9th January, 1901 |
| PRINZESS ALICE | WEDNESDAY | 23rd January, 1901 |
| HAMBURG (Hamburg-Amerika Linie) | WEDNESDAY | 6th February, 1901 |
| SACHSEN | WEDNESDAY | 20th February, 1901 |
| KIAUTSCHOU (Hamburg-Amerika Linie) | WEDNESDAY | 6th March, 1901 |

ON WEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship "OLDENBURG" of the NORDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 29th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 70 lbs. each. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

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Hongkong, 18th October, 1900.

[8]

NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES |
|----------------|---|--------------------------------|
| SANUKI MARU | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID | FRIDAY, 2nd Nov., at DAYLIGHT. |
| HIROSHIMA MARU | MOJI, KORE and YOKOHAMA | SUNDAY, 4th Nov., at DAYLIGHT. |

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA,

Manager.

Hongkong, 18th October, 1900.

[12]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

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PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900. "EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900. "EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARRS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar Street.

Hongkong, 25th October, 1900.

[9]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR SHANGHAI | STEAMERS | TO SAIL ON | REMARKS. |
|--------------------|-------------------------|-----------------|----------------------------|
| SHANGHAI | COROMANDEL | About 29th Oct. | Freight or Passage. |
| SHANGHAI and JAPAN | P. W. Vibert, R.N.R. | Oct. | |
| PAN | CANTON | About 29th Oct. | Freight or Passage. |
| | C. F. Lockstone, R.N.R. | Oct. | |
| LONDON | BOMBAY | About 1st Nov. | Freight or Passage. |
| | G. M. Montford, R.N.R. | Nov. | |
| LONDON, &c. | CHUSAN | Noon, 10th Nov. | See Special Advertisement. |
| | C. D. Bennett, R.N.R. | Nov. | |
| SHANGHAI | SCHRAON | About 10th Nov. | Freight or Passage. |
| | L. M. Wibmer, R.N.R. | Nov. | |

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 3rd October, 1900.

[1]

HAMBURG-AMERIKA LINIE NORDEUTSCHER LLOYD (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATES |
|------------|--|---------------------|
| SARNIA | HAVRE & HAMBURG | On 3rd November |
| SUEVIA | (London with transshipment in Hamburg) | November |
| AMBRIA | HAVRE & HAMBURG | About 22nd November |
| ARAGONIA | (London with transshipment in Hamburg) | November |
| WITTENBERG | HAVRE & HAMBURG | About 6th December |
| WITTENBERG | (London with transshipment in Hamburg) | December |
| WITTENBERG | HAVRE & HAMBURG | About 20th December |
| WITTENBERG | (London with transshipment in Hamburg) | December |

This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

AGENTS.

HAMBURG-AMERIKA LINIE NORDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900.

[13]

SHIPPING.

ARRIVALS.

- Oct. 27, PRONTO, German str., 632, Grandt, Canton 26th October, General.—SIEMSEN & CO.
- Oct. 27, FUSHUN, British str., 1,500, W. H. Lunt, Shanghai 24th October, General.—CHINESE.
- Oct. 27, WOOSUNG, British str., 1,109, Dawson, Canton 26th October, General.—BUTTERFIELD & SWIRE.
- Oct. 27, LOONGMOON, German str., 1,245, Schulz, Canton 26th October, General.—SIEMSEN & CO.
- Oct. 27, LOON, British str., 1,092, G. S. Wrigill, Manila 24th October, General.—JARDINE, MATHESON & CO.
- Oct. 27, INDRAPURA, British steamer, 1,151, Hollingworth, Manila 24th Oct., General.—JARDINE, MATHESON & CO.
- Oct. 27, HAICHING, British str., 1,267, Hall, Fochow 24th October, Amoy 25th and Swatow 26th, General.—DOUGLAS LAURENCE & CO.
- Oct. 27, HERMES, Norwegian str., 849, Jensen, Canton 27th Oct., General.—JARDINE, MATHESON & CO.
- Oct. 27, KWONGSANG, British str., 907, Stalker, Canton 27th October, General.—JARDINE, MATHESON & CO.
- Oct. 27, ADARO, British str., 1,145, J. McIntyre, Labuan 21st Oct., Bullast.—ORDRE.
- Oct. 27, ANAPA, British str., 2,251, G. Williamson, Amoy 26th Oct., General.—SIEMSEN & CO.
- Oct. 27, CHARTEHOUSE, British str., 1,278, W. Dawson, Swatow 26th October, General.—CHINESE.
- Oct. 27, PROGRESS, German str., 687, P. Brandt, Touron 24th Oct., General.—SIEMSEN & CO.
- Oct. 27, NUDEA, British str., 1,144, C. Willers, Taku 21st October.—JARDINE, MATHESON & CO.
- Oct. 27, GEPION, German cruiser, 4,109, Rollmann, Amoy 25th October.
- Oct. 28, ASHMORE, British transport, 1,567, Murray, Weihaiwei 21st October.
- Oct. 28, CANTON, British str., 2,164, C. F. Lockstone, London 15th Sept. and Singapore 22nd Oct., General.—P. & O. S. N. Co.
- Oct. 28, COROMANDEL, British str., 2,783, F. W. Vibert, R.N.R., Bombay 11th Oct. and Singapore 20th, Mails and General.—P. & O. S. N. Co.
- Oct. 28, HAILONG, British str., 783, H. Bathurst, Haiphong 26th October, Rice.—DOUGLAS LAURENCE & CO.
- Oct. 28, IDOMENEUS, British str., 4,203, J. Riley, Shanghai 26th Oct., General.—BUTTERFIELD & SWIRE.
- Oct. 28, JACOB DIEDERICHSEN, German str., 623, Riecke, Haiphong 24th Oct. and Hoihow 26th, General.—JENSEN & CO.
- Oct. 28, KYOTO MARU, Jap. str., 1,639, Sakurai, Moji 21st Oct., Coals.—M. B. KAISHA.
- Oct. 28, TANTALUS, British str., 2,793, G. D. Bowles, R.N.R., Vancouver 25th September, General.—P. & O. S. N. Co.
- Oct. 28, TAKRANG, British str., 977, W. E. Kent, Chefoo and Taku 24th Oct., General.—JARDINE, MATHESON & CO.

CLEARANCES.

- At the Harbour Master's Office, 27th October.
- Maizuru Maru, Jap. str., for Swatow.
- Indrapura, British str., for Shanghai.
- Takara, German str., for Hoihow.
- Sultan Van Langkat, Dutch str., for Langkat.
- Woosung, British str., for Shanghai.
- Glengarry, British str., for Kobe.
- Prono, German str., for Chefoo.
- Charterhouse, British str., for Amoy.
- Ellis Nossack, German str., for Nagasaki.
- Machew, German str., for Bangkok.
- Pekelan, British str., for Swatow.

DEPARTURES.

- Oct. 27, German torpedo-boat, No. 91, for Canton.
- Oct. 27, H. H. MEIER, German transport, for Singapore.
- Oct. 27, MALTA, British str., for Europe, &c.
- Oct. 27, CASTLE ROCK, Brit. str., for Royal Road.
- Oct. 27, THUNDER, Brit. str., for Yokohama.
- Oct. 27, THALES, British str., for Swatow.
- Oct. 27, HERMES, Norw. str., for Hongkong.
- Oct. 27, GLENVYLE, British str., for London.
- Oct. 27, HANOI, French str., for Hoihow.
- Oct. 27, IZUMI MARU, Jap. str., for Seattle.
- Oct. 27, ABRATON APCAR, British str., for Calcutta.
- Oct. 27, FUSHUN, British str., for Canton.
- Oct. 27, BAMBERG, German str., for Hamburg.
- Oct. 27, KAIFONG, British str., for Manila.
- Oct. 27, KWONGSANG, British str., for Fochow.
- Oct. 28, MADRAS MARU, Jap. str., for Swatow.
- Oct. 28, TERN, German str., for Hoihow.
- Oct. 28, WOOSUNG, British str., for Shanghai.
- Oct. 28, MACHUE, British str., for Bangkok.
- Oct. 28, PAKSANG, British str., for Swatow.

VESSELS IN DOCK.

- ABERDEEN DOCKS.—Pha C. C. Khoo.
- Kowloon Dock.—U.S.S. Monterey, Don Juan de Austria, Adamastor, Gwalior, Chingtu, Begian King, Loyal, Shantung.
- COSMOPOLITAN DOCK.—Stanfield, Changsha.

SHIPPING REPORTS.

- The British steamer *Idomeneus*, from Shanghai 26th October, had fine and clear weather and moderate N.E. monsoons.
- The British steamer *Haiching*, from Haiphong 26th October, had strong E.N.E. wind and rough sea and cloudy weather.
- The British steamer *Takung*, from Chefoo and Taku 24th Oct., had fine weather throughout, with fresh monsoon in Fochow Strait.
- The British steamer *Takung*, from Vancouver B.C., 25th September, had strong head winds and sea to Pacific; moderate following wind and sea to Japan sea; fine weather to China coast.
- The British steamer *Fushun*, from Shanghai 24th Oct., had moderate to fresh monsoons and fine weather from port to port. Oct. 26th at 4 p.m. passed transport No. 22, 10 miles N.E. of the Brothers, bound to N. and Eastward.
- The British steamer *Haiching*, from Fochow 24th Oct., Amoy 25th and Swatow 26th, had moderate to fresh N.E. winds and fine and clear weather throughout. Steamers in Amoy—H.M.S. *Isis* and *Lizard*, str. *Yuenkong* and *Anapa*. In Swatow—German cruiser *Wanderer*, Dutch cruiser *Holland* and *Koningin Wilhelmina*, str. *Haiphong* and *Glenfalloch*.

VESSELS ON THE BERTH

FOR SHANGHAI.

- THE Steamship "LOONGMOON," Captain F. W. Scholz, will be despatched for the above port TO-DAY, the 29th inst., at 4 P.M.
- This Steamer has superior accommodation for First and Second Class Passengers.
- For Freight or Passage, apply to SIEMSEN & CO., Hongkong, 25th October, 1900. [2740]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

- THE Company's New Steamship "DIAMANTE," Captain A. Ramsay, will be despatched as above TO-DAY, the 29th inst., at 5 P.M.
- The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
- A doctor is carried.
- For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers, Hongkong, 25th October, 1900. [2741]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

- THE Company's Steamship "IDOMENEUS," Captain Riley, will be despatched as above TO-MORROW, the 30th October.
- For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 27th September, 1900. [2748]

FOR PORTLAND (OREGON) VIA JAPAN.

- (Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).
- THE A.I. Steamship "MONMOUTHSHIRE," Captain Kennedy, will be despatched on or about the 30th inst.
- For Freight and Passage,

THE WEATHER

| CHINA COAST METEOROLOGICAL REGISTER, 20th OCTOBER, 1904. | | | | | | | MR. J. H. ARTHUR Major R. S. King, R.E. Major H. Stanley Lamberton | |
|--|-------|--|------------------------|-----------|------------------------------|----------------|--|--|
| STATION. | Hour. | Baromet. reduced to 30 in. at sea level. | Therm. in shade. | Humidity. | Wind direction (true). | Wind force. | Weather. | MR. J. H. ARTHUR Major R. S. King, R.E. Major H. Stanley Lamberton Mrs. W. S. Bailey Mrs. James S. Barber Mr. & Mrs. O. M. D. Bell Mr. & Mrs. A. G. Berings Dr. A. Bovan Mr. Black Mr. E. Bonner Capt. J. E. Brogue Capt. & Mrs. Bruce Mr. & Mrs. C. S. Bunker Mr. Hart Brock Mr. C. M. G. Burns |
| Vladivostok | 2 p. | 30.14 | 59 | — | N | 1 | — | Mrs. L. G. Lewis Mr. & Mrs. L. Wai Man Major R. F. Littlejohn Mr. & Mrs. W. S. Long Dr. I. Macfadyen Lieut.-Col. Mallory Mr. & Miss von Mar- lowitz Mr. J. McIntosh Mrs. E. E. McLeellan |
| Yokohama | — | 30.15 | — | — | N | 1 | — | |
| Kobe | — | 30.15 | — | — | N | 1 | — | |
| Nagasaki | — | 30.19 | — | — | W | 1 | — | |
| Kagoshima | — | 30.19 | — | — | sw | 1 | — | |
| Tsushoku | 1 p. | 30.17 | — | — | sw | 1 | — | |

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| | | | |
|------|-------|----|----|
| Peak | 30.81 | 75 | 68 |
|------|-------|----|----|

| | | | | | | | |
|---------------------|-------|----|----|-----|---|---------------------|----------------------|
| Sharp Peak | 30.21 | 75 | OS | N | 1 | Mr. J. W. C. Bonnar | Mr. C. Gordon Mackie |
| Amoy | 30.16 | 73 | SI | SNR | 2 | Mr. H. F. E. Brayne | Mr. K. Martin |
| Swatow | " | " | " | " | " | Colonel F. Brown | and child |
| Canton | 30.16 | 80 | 82 | E | 1 | Mr. A. F. Conrie | Mr. E. Mitchell |
| Hongkong | 30.17 | 70 | 72 | E | 4 | Dr. G. D. Syme | Major & Mrs. Morris |
| Victoria Peak | " | " | " | " | " | Col. Colard | Mr. Stuart G. Newall |
| Gun Boek | 30.14 | " | " | SNR | 5 | Colonel Crookenden | Mr. H. E. Oakley |
| Macao | 30.10 | 82 | " | SNR | " | Mr. G. H. Dunn | Miss Oakley |
| Highway | " | " | " | " | " | Mr. A. Drion | Mr. Oldorf |

| | | | |
|-------|-------|----|---|
| 10 a. | 30.60 | 75 | — |
|-------|-------|----|---|

| | | | | | | | | | |
|----------------|-------|-------|----|---|----|---|-----|-------------------------------|-------------------------|
| Niagara | 10 a. | 30.60 | 75 | — | NW | 2 | edt | Mr. J. S. Ezekiel | Mr. J. Oppenheim |
| Minatola | 9 a. | — | — | — | NW | 2 | o | Colonel A. H. Frazer | Mr. & Mrs. Brooke Pigot |
| Daoulod | " | — | — | — | NW | 2 | b | Mr. and Miss J. Kennedy | and child |
| Ilolo | " | 20.85 | 84 | — | E | 3 | o | Mr. H. B. Pollock | Mr. & Mrs. Shephard |
| Cebu | " | 20.92 | 56 | — | NW | 2 | c | Colonel The O'Donnell | Mr. & Mrs. Shephard |
| C. S. James | 7 a. | — | — | — | NW | 3 | o | Mr. D. M. Graham | Mr. A. Stoddard |
| | | | | | | | | Major W. Waudy Griffin, K. A. | Mr. Murray Stewart |
| | | | | | | | | Mr. J. Hays | Mr. C. A. Tomlin |
| | | | | | | | | Lieut.-Col. Hughes | Mr. Geo. H. Wheeler |
| | | | | | | | | Mr. K. U. Jouties | Lieut.-Col. Wheeler |
| | | | | | | | | Mr. J. B. Lee | Mr. H. B. Whetter |
| | | | | | | | | | Mr. Young |

On Thursday at 12.55 a.m. Barometric changes are distinct. Pressure is highest between the NE. coast of the Philippines and the Sea of Japan, and gradients are slight generally. Tendency to fresh moderate on the coast and in the S. part of the China Sea. Forecast: moderate N.E. winds; fine.

HONGKONG REGISTER.

CHALICEBURN HOTEL.

| | |
|------------------------|-----------------------|
| Previous day 4 p.m. | On date at 10 a.m. |
|------------------------|-----------------------|

| | Previous day 4 p.m. | On date at 10 a.m. | On date at 4 p.m. | |
|--|------------------------|-----------------------|----------------------|------------------------------|
| Barometer | 30.67 | 30.16 | 30.67 | Mrs. Arthur Anderson |
| Temperature | 75 | 72 | 77 | Mrs. A. Shapard Deane |
| Humidity | 70 | 72 | 75 | Miss Anderson |
| Direction of wind | E | E | E | Rev. H. Goodman Johnson |
| Force " " | 4 | 2 | 3 | |
| Weather | c | b | b | |
| Rain | | | | |
| Highest open air temperature on the 17th | | | 76 | Mrs. Anderson |
| Lowest open air temperature on the 25th | | | 68 | Mr. John A. Ross |
| Hongkong Observatory, 25th October. | | | | Consul Velyoulli |
| | | | | WAYNE HOTAL |
| | | | | Mrs. Keith and child |
| | | | | Mr. M. Larson |
| | | | | Mr. A. Bryson |
| | | | | Mr. C. Christie and child |
| | | | | Mrs. L. A. Coddington |
| | | | | Mrs. B. Ford |
| | | | | Mr. H. C. D. Frampton |
| | | | | Mrs. E. P. Stovell and child |
| | | | | Dr. J. C. Thomson |

HUGH MANN

| HOT WEATHER | | | | HOT WEATHER | | | | HOT WEATHER | | | |
|-------------|------|------------|---------|-------------|------|------------|---------|-------------|------|------------|---------|
| Day | Week | Mean Time. | Height. | Day | Week | Mean Time. | Height. | Day | Week | Mean Time. | Height. |
| Mon. | 9 | 11:45 | 2.5 | Mon. | 7 | 11:30 | 2.5 | Mon. | 10 | 11:30 | 2.5 |
| Tues. | 30 | 11:34 | 2.4 | Tues. | 30 | 11:34 | 2.4 | Tues. | 30 | 11:34 | 2.4 |
| Wed. | 31 | 11:39 | 2.4 | Wed. | 31 | 11:39 | 2.4 | Wed. | 31 | 11:39 | 2.4 |
| Thurs. | 1 | 11:42 | 2.4 | Thurs. | 1 | 11:42 | 2.4 | Thurs. | 1 | 11:42 | 2.4 |
| Fri. | 2 | 11:43 | 2.4 | Fri. | 2 | 11:43 | 2.4 | Fri. | 2 | 11:43 | 2.4 |
| Sat. | 3 | 11:43 | 2.4 | Sat. | 3 | 11:43 | 2.4 | Sat. | 3 | 11:43 | 2.4 |
| Sun. | 4 | 11:43 | 2.4 | Sun. | 4 | 11:43 | 2.4 | Sun. | 4 | 11:43 | 2.4 |
| Mon. | 5 | 11:43 | 2.4 | Mon. | 5 | 11:43 | 2.4 | Mon. | 5 | 11:43 | 2.4 |
| Tues. | 6 | 11:43 | 2.4 | Tues. | 6 | 11:43 | 2.4 | Tues. | 6 | 11:43 | 2.4 |
| Wed. | 7 | 11:43 | 2.4 | Wed. | 7 | 11:43 | 2.4 | Wed. | 7 | 11:43 | 2.4 |
| Thurs. | 8 | 11:43 | 2.4 | Thurs. | 8 | 11:43 | 2.4 | Thurs. | 8 | 11:43 | 2.4 |
| Fri. | 9 | 11:43 | 2.4 | Fri. | 9 | 11:43 | 2.4 | Fri. | 9 | 11:43 | 2.4 |
| Sat. | 10 | 11:43 | 2.4 | Sat. | 10 | 11:43 | 2.4 | Sat. | 10 | 11:43 | 2.4 |
| Sun. | 11 | 11:43 | 2.4 | Sun. | 11 | 11:43 | 2.4 | Sun. | 11 | 11:43 | 2.4 |
| Mon. | 12 | 11:43 | 2.4 | Mon. | 12 | 11:43 | 2.4 | Mon. | 12 | 11:43 | 2.4 |
| Tues. | 13 | 11:43 | 2.4 | Tues. | 13 | 11:43 | 2.4 | Tues. | 13 | 11:43 | 2.4 |
| Wed. | 14 | 11:43 | 2.4 | Wed. | 14 | 11:43 | 2.4 | Wed. | 14 | 11:43 | 2.4 |
| Thurs. | 15 | 11:43 | 2.4 | Thurs. | 15 | 11:43 | 2.4 | Thurs. | 15 | 11:43 | 2.4 |
| Fri. | 16 | 11:43 | 2.4 | Fri. | 16 | 11:43 | 2.4 | Fri. | 16 | 11:43 | 2.4 |
| Sat. | 17 | 11:43 | 2.4 | Sat. | 17 | 11:43 | 2.4 | Sat. | 17 | 11:43 | 2.4 |
| Sun. | 18 | 11:43 | 2.4 | Sun. | 18 | 11:43 | 2.4 | Sun. | 18 | 11:43 | 2.4 |
| Mon. | 19 | 11:43 | 2.4 | Mon. | 19 | 11:43 | 2.4 | Mon. | 19 | 11:43 | 2.4 |
| Tues. | 20 | 11:43 | 2.4 | Tues. | 20 | 11:43 | 2.4 | Tues. | 20 | 11:43 | 2.4 |
| Wed. | 21 | 11:43 | 2.4 | Wed. | 21 | 11:43 | 2.4 | Wed. | 21 | 11:43 | 2.4 |
| Thurs. | 22 | 11:43 | 2.4 | Thurs. | 22 | 11:43 | 2.4 | Thurs. | 22 | 11:43 | 2.4 |
| Fri. | 23 | 11:43 | 2.4 | Fri. | 23 | 11:43 | 2.4 | Fri. | 23 | 11:43 | 2.4 |
| Sat. | 24 | 11:43 | 2.4 | Sat. | 24 | 11:43 | 2.4 | Sat. | 24 | 11:43 | 2.4 |
| Sun. | 25 | 11:43 | 2.4 | Sun. | 25 | 11:43 | 2.4 | Sun. | 25 | 11:43 | 2.4 |
| Mon. | 26 | 11:43 | 2.4 | Mon. | 26 | 11:43 | 2.4 | Mon. | 26 | 11:43 | 2.4 |
| Tues. | 27 | 11:43 | 2.4 | Tues. | 27 | 11:43 | 2.4 | Tues. | 27 | 11:43 | 2.4 |
| Wed. | 28 | 11:43 | 2.4 | Wed. | 28 | 11:43 | 2.4 | Wed. | 28 | 11:43 | 2.4 |
| Thurs. | 29 | 11:43 | 2.4 | Thurs. | 29 | 11:43 | 2.4 | Thurs. | 29 | 11:43 | 2.4 |
| Fri. | 30 | 11:43 | 2.4 | Fri. | 30 | 11:43 | 2.4 | Fri. | 30 | 11:43 | 2.4 |
| Sat. | 31 | 11:43 | 2.4 | Sat. | 31 | 11:43 | 2.4 | Sat. | 31 | 11:43 | 2.4 |
| Sun. | 1 | 11:43 | 2.4 | Sun. | 1 | 11:43 | 2.4 | Sun. | 1 | 11:43 | 2.4 |
| Mon. | 2 | 11:43 | 2.4 | Mon | | | | | | | |

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| 3 | 11 | 5 3 | 4 9 | 10 | 11 |

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We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUILAR STREET.
Behind Hongkong Dispensary.

Dated Hongkong, 22nd September 1900. 248

FOR SALE.

WOOD OIL.

ngkong, 5th April, 1900.

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS,
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LINGS, PLANED, TONGUED, AND GROOVE

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and second hand Trenches

| | |
|---|---|
| <p>Telegrams, "CELESTIE," Hongkong. Telephone, 232.</p> <p>H. F. CARMICHAEL, B. J. RAILLOW.</p> <p>Hongkong, 1st June, 1899. 1637</p> | <p>EINADOR RAILWAY SLEEPERS for a GAUGES.</p> <p>Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. Hongkong, 3rd May, 1899. 1638</p> |
|---|---|

PERLESS SCOTS WHISKIES.

OF

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

Star, SPECIAL—The finest of

5 Star LIQUEUR—Exquisite, best in the World for Club or Private use. 500. \$18.00
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Try Hain & Hain's WHISKIES—pure, well-aged, mild, non-smoky, delicate flavoured
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